



## Notices to Consignees.

STEAMSHIP OXUS.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Steamship Minot and Cambria, from Havre or Steamship *Manche*, and from Bordeaux or Steamship *Federic Moret*, in connection with the above Steamer, are hereby informed that their Goods—*with the exception of Opium, Treasures and Valuables*—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY's Godown, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless intimation is received from the Consignee before 10 a.m. To-day (Friday), the 24th instant, requiring it to be landed here.

Payment will be countermanded by the Undersigned.

Goods remaining undelivered after Thursday, the 2nd March, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before Thursday, the 2nd March, or they will not be recognized.

All Damaged Packages will be examined on Friday, the 2nd March, at 3 p.m. No Fire Insurance has been effected.

G. de CHAMPERAUX,  
Agent.

Hongkong, February 24, 1893.

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## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP MACDUFF,  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd Prox. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 3rd Prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, and they will be examined on the 3rd Prox., at 3 p.m. No Fire Insurance has been effected.

BILL DODWELL, CARLILL & CO.,  
Agents.

Hongkong, February 24, 1893.

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## UNRIVALLED REMEDY.

## THE CHINA MAIL.

tions condoned upon irreligious and often outrageously immoral principles. The world no doubt is in a bad way, but not quite so bad as this gentleman would have, we believe. The desire to say a good word for Jay Gould need not have carried him to such an absurd extremity. Robert Burns would fain have said a good word even for the devil, but he did not think it necessary in order to do this to point mankind generally as black as his Satanic Mawesty.

## TELEGRAMS.

[Supplied to the 'CHINA MAIL'.]

(Via Southern Line.)

## PARLIAMENTARY.

SINGAPORE, February 23.

Six Wm. Harcourt introduced a Bill to establish local option by two-thirds majority of ratepayers for Sunday closing; carried by a bare majority. There is much discontent among the Tories and Unionists at the Parliamentary success.

The Government complain that the want of energy on the part of the leaders is demoralising the party.

The Pope has expressed warm approval of the Home Rule Bill.

## LOCAL AND GENERAL.

## PASSED BILL CANAL.

OUTWARD:—*Isle, Bouyon, Jan. 13; Straits, 27; Radnorshire, 28; Camino, 31; Glenlo, China, 20; Feb. 4; Bombay, Riverine, 21; Energo, 7; Guernsey, 10; Agamemnon, 11; Kriemhild, 14; Oeneth, Benlar, 17; Canton, Sachsen, Inshouen Head, Endeavour, 21.*

SHOREWARD:—*Bribe, Jan. 20; Glenstal, Feb. 4; Gleenside, 7; Paddington, 10; Java, 14; Barrowin, Melbourne, Prometheus, 11.*

R. M. S. *Empress of Japan*, from Vancouver, left Shanghai for Hongkong on Tuesday, Feb. 28, at 9 p.m., and may be expected here on Friday, the 3rd March, at 9 a.m.

P. M. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on Feb. 14.

The Northern Pacific steamer *Victoria* left Victoria, B.C., on Feb. 22, for Japan and Hongkong.

The O. & G. S. *Belga*, with mails, &c., left San Francisco for this port via Honolulu and Yokohama on Feb. 23.

The D. D. E. s.s. *Daphne*, from Hamburg, left Singapore for this port on Feb. 22, and may be expected here on or about March 2.

The N. G. I. s.s. *Bornside*, from Bombay, left Singapore for this port on Feb. 24, and may be expected here on or about March 3.

The P. & O. Co.'s s.s. *Nizam* left Singapore for this port on Feb. 27, and may be expected here on or about March 6.

The China Mutual Co.'s steamer *Chingao*, from London and Liverpool, left Singapore for this port on Feb. 8, and may be expected here on or about March 6.

The P. & O. Co.'s s.s. *Catania*, from Calcutta, left Singapore on Feb. 28, and may be expected here on or about March 8.

The Glenluce steamship *Glenluce*, from London for this port, left Singapore on Feb. 28, and may be expected here on or about March 6.

The P. & O. Radnorshire, left Singapore on March 1, and may be expected here on or about March 7.

The P. & O. s.s. *Bombay* left Bombay for this port on Feb. 21.

The s.s. *Radnorshire* left Singapore on the 1st inst., and is due here on or about 7th inst.

The Overland China Mail, which will be published early to-morrow morning, will contain a full report of the Race meeting.

Messrs Jardine, Matheson, & Co. inform us that the s.s. *Genoys*, from London for this port, left Singapore yesterday afternoon.

The R. M. S. *Empress of Japan*, from Vancouver, arrived at Shanghai at 9 p.m. on the 27th ult., and left again at 9 p.m. yesterday. She may be expected to reach Hongkong about 9 a.m. on Friday, the 3rd inst.

A. F. Arvas, who is charged with embezzling monies belonging to the Treasury, will not be brought before the Police Magistrate on Friday. It has been arranged to take the first portion of the evidence on Monday next, 6th inst.

There will be a Hockey Match to-morrow in the Happy Valley at 5 p.m.—Thirty v. Under Thirty.—The following are the sides:—

Thirty.—W. Taylor, E. A. Rawtan, W. A. Crookshank, A. Rodger, E. Robinson, G. P. Laumer, C. H. Thompson, L. Hallward, G. C. O. Master, W. D. Muir.

Under Thirty.—R. Massfield, D. K. Silman, C. M. Firth, R. R. Burdon, P. E. Molesworth, H. Pinckney, G. W. M. Ward, W. A. Payne, F. Maitland, E. Howell, W. M. Wood.

Patron to the sitting of His Honour the Chief Justice in Criminal Sessions this morning, he heard an application by the Attorney General (Hon. W. M. Goodman) that Mr. Francis Bulmer Lyon Bowley, who has joined the office of Messrs Denny and Mossop, solicitors, might be admitted a Solicitor of the Supreme Court of Hongkong. His Lordship said—I am much obliged to you, Mr. Attorney General, for making this application. I have great pleasure in making the order asked for, and I wish Mr. Bowley a successful career in this Colony. The Attorney General said—I may say on behalf of the members of the Bar and solicitors of this Colony that we all welcome Mr. Bowley in our midst. We are very glad to see him amongst us.

The following is the agenda of business coming before the Sanitary Board, which meets to-morrow:—1. Letters from the Honourable Colonial Secretary—4. Regarding the steps to be taken to prevent the occurrence of rabies in the Colony. 5. Regarding the appointment of Interpreter. 6. Mortality Return for the week ended the 18th February, 1893. 3. Surveyor's report on the condition of the houses of Nos. 6 and 7, Caine Road; and 5, Chancery Lane. 4. An application for a license to keep cattle. 5. 13 applications for new licences to keep swine. 6. 10 applications for renewal of licences to keep swine.

Writing in *Truth*, Mr. Labouchere says:—I have never sought to conceal my opinions on what ought to be our foreign policy. They are those of Bright and Colden. With the British Empire as it is I would rather stay at home. Russia might take Manchuria, France might take Morocco, Austria might take Servia, France might retain them. All this I should view with the equanimity of the man of the Latin race who looks on the surging sea from the vantage-post of the land. The money of the British taxpayer would be spent solely for the benefit of the taxpayer. I should attack no power—meddles with no power. I am not, perhaps, so fully in accord with Bright and Colden in regard to our armaments. I should not waste time in having a corps d'armes posted to land above shore; but I should have a navy to defend us, and an army sufficient to garrison the fortresses and coaling stations that we have all round the world. As the sailing-vessel is our road to India, I should retain Malta and Gibraltar, and Asia on the Red Sea. No power would attack us, for it is a remarkable fact that no power in modern times has ever attacked us before we attacked it. We are paying interest on a huge debt that was contracted because we rushed into war which in no way concerned us.

A PROPOS of the interest which is now being shown in the nationality of the Highlanders represents that fine old Scotch officer Archibald Chisholm of Glassburn, late Captain in the Black Watch—of whom a portrait appears in 'The Celtic Monthly'—tells an amusing story. When this famous regiment was stationed at Malta the officers and men were without exception all Scotsmen, and many of them Gaelic-speaking Highlanders. But before leaving Malta an English ensign was appointed. His reception was by no means effusive, several of the younger officers especially resenting his presence. However, the difficulty was eventually overcome in the following humorous manner. The Englishman was compelled to give a Scotch thistle, prickles and all, and was to wash it down with a glass of "mountain dew." All then shook hands with him as a brother Scot.

The Highland costume, according to this gentleman's experience, is not necessarily an advantage. In 1848, when he was sent in charge of a detachment to a great festival at Boston, United States, the Bostonian Scotsmen were enthusiastic in their welcome. But in the evening Captain Chisholm found that the picturesque dress of the Gaels did not impress the ladies. He was present at the grand ball in the Mayo's house, but he could not get any of the Boston young ladies to dance with him. As he put it, "they fell so shy and nervous of the kilt."

THE sheathing of the port side of her Majesty's ship *Hove* up to the engine-room department is completed, and the first frame, 14 ft. 2 in. by 3 ft. 6 in. high, 14 in. each side, has been fixed, and two other solid frames, of nearly similar dimensions, are ready to follow. Further minor injuries which require tightening have been discovered further aft on the port side and after the after bulkhead. Operations have been greatly retarded by the incessantly strong tides, which have considerably reduced the working time.—The London correspondent of the *Manchester Guardian* says—I am informed that, as a result of the revelations at the *Hove* court-martial, the Hydrographic Department of the Admiralty is about to be reorganised. At present there are thirty-one persons engaged in the department at a cost to the nation of about £18,000. The Surveying Service, however, an affiliated organisation, is in that department no fewer than seven of Her Majesty's ships, two hired steamers, and a colonial gunboat are employed, the numbers of officers and men engaged being respectively 77 and 684. The exact cost of the Survey Service it is impossible to state. The Hydrographic Department, admittedly performs an active work. Last year the charts printed numbered something like 300,000. However, the purpose of the department will be to provide the department with a sufficient staff to adequately investigate the new dangers—rocks and sandbanks—which are reported. The rate of discovery is about a hundred a year.

The annual dinner of the Birmingham Press Club and of the Midland district of the Institute of Journalists, was held on Jan. 21 at the Midland Hotel, Birmingham. The chair was taken by Mr. A. W. Still, who was supported by Mr. J. Chamberlain, M.P., and others. Mr. Chamberlain, in proposing the toast of 'The Birmingham Press Club and the Institute of Journalists,' said—Speaking generally, I trust we may be proud of our English Press (applause)—and that all who are connected with it have set before themselves a high standard of excellence, that it is patriotic and patriotic, that it gives vent to that respect to no man and to no woman, and that it is, as far, an English press, as just to its political opponents generally, as to its political opponents on the other side. There is a legitimate place for the English Press. If there is any complaint to be made about the English Press, I think it must be that there is, at all events in comparison with our Transatlantic brethren, a certain want of imagination. An English journalist is accustomed to set down what he sees, and, therefore, whatever you may think of his comments, at all events his facts are to be relied on. Well of course, under these circumstances, there is a legitimate absence of bold writing. (Laughter.) You never find English reporters inventing an attack upon a girl—(daughter)—the lynching of a tiger—(mother). Such a thing is unheard of, and accordingly I think we must allow that in the matter of invention we are far behind. I do not think an English editor would give full particulars of the death by suspension of a leading citizen accused of horse stealing, and then, when the leading citizen appeared in person to protest against the story as having not the slightest foundation, say to him, 'Well, we can't release you, we have to do; but we don't mind saying that the case broke, and that you escaped with a slight confusion.' (Laughter.)

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ACCORDING to the *New York Sun*, that energetic champion of her sex, Mrs May Sewell Wright, will, with a number of strong-minded ladies, appear at the Chicago Exhibition in "skirts ready-made" between the two "tents" in the mile. They naively hope that as there will be so many novelties on exhibition their attire will attract less attention than elsewhere, and that this decisive action will lead to the general adoption of short skirts.

The *N.Y. Daily News* gives the following brilliant example of "English as she is wrote":—

Shanghai 23rd February 1893  
Mors S. Smith Esquire

We are dear sir—  
I yesterday afternoon not coming back office Morse E. F. Portugal Esq tell me Morse E. F. Portugal Esq not coming back our office given. I answer coming back office shall me Morse E. F. Portugal Esq come back.

Yours faithfully  
Office Boy

## SALE OF RACING PONIES.

Messrs Hughes and Hough held a sale of racing and polo ponies in front of the City Hall this afternoon. There was a large attendance of bidders, and on the whole prices ruled high. *Thunderbolt* was the first of the racers brought into the ring. Started at \$100 the price rose steadily till it reached \$165, at which figure he was knocked down to Mr May. *Liberty*, after a spirited competition, realised \$160, and Mr R. M. Gray secured *Haze* for \$150 after a rather brisk contest. For *Suffolk*, there were really only two bidders—the Commodore and a military gentleman—and the latter was lucky enough to get this fine-looking grey for \$145. Captain *Cass*' *Promises*, who won the Ladies' Cup in such surprisingly fine form at the recent Race Meeting, was started at \$100, but when the bidding stopped at \$250 he was withdrawn. The owner of this pony secured *Jumper*, from Mr John Poel's stable for \$120. Onyx for \$150 after a rather brisk contest. 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# THE CHINA MAIL.

[No. 3382.—MARCH 1, 1893.]

## For Sale.

**FOR SALE.**  
THE GOOD S.S. PEKIN and S.S.  
KWONG-MO.

For Particulars, apply to  
SUI KEE OHAN,  
53, Bonham Strand West,  
Hongkong, November 14, 1892. 1893

## Mails.



**STEAM FOR**  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
EUROPE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

AEGO,

London, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO TAKE PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 6th day of March,  
1893, at Noon, the Company's  
S.S. NEUKAR, Captain SCHMIDT,  
with MAILED, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at GENOA.

Shipping Orders will be granted till  
Noon. Cargo will be received on board  
until 4 p.m., and Parcels until 3  
p.m., on the 6th March, 1893. (Parcels  
not to be sent on board; they must  
be left at the Agents' Office). Contents  
and Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, February 13, 1893. 297

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES,  
PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 8th March,  
1893, at Noon, the Company's  
S.S. SYDNEY, COMMANDER DELACROIX,  
with MAILED, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered  
in London, as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted on  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m. on  
the 8th March, 1893. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. de CHAMPAUX,  
Agent.

Hongkong, February 22, 1893. 351

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY,  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TO VARIOUS  
PORTS AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.  
Castille ..... THURSDAY, March 2.  
Belgic ..... THURSDAY, March 30.  
Oceania, v. Honolulu, TUESDAY, April 18.

THE Steamship GABRIEL will be  
despatched for San Francisco, v.  
Yokohama, TO-MORROW, the 2nd  
March, at 1 p.m., connection being made at  
Yokohama with Steamers from Shanghai  
and Japan Port.

Passenger Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the  
principal cities of the United States or Canada.

Rates may be obtained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

All Parcel Packages should be marked to  
the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Invoices to accompany cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Offices, addressed to the Collector  
of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency or the  
Company, No. 72, Queen's Road Central.

## Intimations.

## Mails.

**The Overland China Mail.**  
A WEEKLY JOURNAL FOR THE HOME MAIL,

SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
HAMBURG, NEW YORK AND  
BOSTON.

**SPECIE ONLY** landed at PLYMOUTH,

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
FISHAWUR, Captain J. F. WOOD,  
will, Her Majesty's Mails, will be despatched  
from this for BOMBAY, TO-  
MORROW, the 2nd March, at Noon,  
connecting at BOMBAY with SHANNON  
which Vessel takes on her passage for  
LONDON, via SUEZ, OCEANIA, leaving  
that port on the 20th MARCH, 1893.

Cargo will be received on board until 4  
p.m., Specie and Parcels (Gold) at the Office  
until 3 p.m., on the day before sailing.

Silk and Valuables for Europe will be  
transhipped at Colombo; General Cargo  
for London will be conveyed via Bombay.  
Tea will be sent either via Bombay or  
Colombo according to arrangement.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY'S OFFICE, HONGKONG.

The Contents and Value of Packages are  
reserved to declared value to shipment.

Shippers are particularly requested to  
note the terms and conditions of the  
Company's Bills of Lading.

Passengers desirous of insuring their bag-  
gage do so at application at the  
Company's Office.

This Steamer takes Cargo and Passengers  
for MARSEILLES.

H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, March 1, 1893. 330

**Occidental & Oriental Steam-  
Ship Company.**

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Castille ..... THURSDAY, March 2.  
Belgic ..... THURSDAY, March 30.  
Oceania, v. Honolulu, TUESDAY, April 18.

THE Steamship GABRIEL will be  
despatched for San Francisco, v.  
Yokohama, TO-MORROW, the 2nd  
March, at 1 p.m., connection being made at  
Yokohama with Steamers from Shanghai  
and Japan Port.

Passenger Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the  
principal cities of the United States or Canada.

Rates may be obtained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

All Parcel Packages should be marked to  
the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Invoices to accompany cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Offices, addressed to the Collector  
of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency or the  
Company, No. 72, Queen's Road Central.

## Intimations.

## Intimations.

## Dr. ESSENBERG'S WONDERFUL RING.

**D. KNORE'S ANTI-SYPHILIS "LION  
BRAND."** (Dose for adults 15 to 35  
grains troy) is the most approved and  
most efficacious Remedy in cases of  
HEADACHE, MIGRAINE, NEURALGIA, RHET-  
MATISM, FEVER, TYPHUS, Erysipelas,  
HOOTING, COUGH, INFLUENZA, DENGUE,  
AND MANY OTHER COMPLAINTS. It is also  
the very best ANTI-SYPHILIS. Highly recom-  
mended by the Medical Faculty.

Ask for Dr. Knore's Antisyphilis "Lion  
Brand." Read the bears in the inventor's  
signature, D. Knore, in red letters.

**HERMATOL.** in the back valency; its  
effect in stimulating the closing of wounds  
is described as amazing.

To be had of every reputed Chemist and  
Druggist.

Supplies constantly on hand at CHINA  
EXPORT, IMPORT & BANK COMPAGNIE,  
Hongkong and Shanghai, Sole Agents for  
China.

Bearers of previous invitation 111—1039

For Particulars, apply to

## To Let.

HONGKONG HOTEL Co., Ltd.

### NOTICE

#### ROOMS TO LET.

FOR OFFICES and/or CHAMBERS on  
the Ground and First Floors of the  
HOTEL, facing QUEEN'S ROAD and PEDDER  
STREET. With immediate entry if required.

For Particulars, apply to

R. LYALL,

Secretary.

Hongkong, December 8, 1892. 2153

FLOOR, NO. 5, SHELL STREET.

No. 7, PLAZA CENTRAL, at present oc-  
cupied by the NEW ORIENTAL BANK IN  
LIQUIDATION.

No. 10, OLD BAILEY.

Apply to

THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.

Hongkong, December 21, 1892. 2033

## To Let.

TO LET.

NEW HOUSES in RIFTON TERRACE,  
No. 4, BLUE BUILDINGS.

FLOORS IN BLUE BUILDINGS.

OFFICES—SECOND FLOOR, PLAZA CENTRAL  
(formerly occupied by Messrs. BUNN,  
MORRIS & Co.).

GODWIN, No. 12, BLUE BUILDINGS.

GOVERNMENT HOUSES at MAGDALENE  
GATE. Very cheap.

No. 4 and 6, VICTORIA VIEW, KOW-  
LOON.

FLOORS, NO. 5, SHELL STREET.

No. 7, PLAZA CENTRAL, at present oc-  
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LIQUIDATION.

No. 10, OLD BAILEY.

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THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.

Hongkong, February 6, 1893. 238

## CHINA REVIEW!

### BACK NUMBERS

#### VOLS. IV. TO XVI.

#### FOR SALE AT HALF-PRICE.

## Merchant Vessels in Hongkong Harbour.

*Exhibits of late Arrivals and Departures reported to day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

- Sections.**
- From Green Island to the Gas Works.
  - From Gas Works to Jardine's Wharf.
  - From Jardine's Wharf to the Harbour Master's Office.
  - From Harbour Master's to the P. and O. Co.'s G.W.C.
  - From P. and O. Co.'s G.W.C. to Pedder's Wharf.
  - From Pedder's Wharf to the N. & N. Y. Co.

- Sections.**
- From Naval Yard to Blue Buildings.
  - From Blue Buildings to East Point.
  - From Kelle's Island to North Point.
  - Kowloon Wharves.
  - From a Pedder's Wharf to the N. & N. Y. Co.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**1893.**

**1893.**

**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.**

(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)

TWIN SCREW STEAMERS—10,000 Horse Power.